

EXTENSIONS OF REMARKS

HONORING JEANINE MARRINSON

HON. PETER DEUTSCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. DEUTSCH. Mr. Speaker, I rise today to honor the life of Mrs. Jeanine Marrinson, a community leader, civic activist, loving individual, and a great Floridian. Born originally in Chicago, Marrinson moved to Florida in 1966 and soon began a career of service to her community.

Mrs. Marrinson will long be remembered as an accomplished woman in business and civic affairs. After arriving to South Florida, she and husband Ralph opened the Manor Pines Convalescent Center. Later, she served as president of Designs by Jeanine and fulfilled the role as chief designer of her husband Ralph Marrinson's seven senior care facilities that the couple later opened. Prior to spearheading her own successful business, Mrs. Marrinson was an American Airlines Flight Attendant.

Marrinson made sincere and concerted efforts to give back to the community. She volunteered for a number of organizations, including the YMCA, Kids in Distress, and for a period of more than 25 years the Boys & Girls Club. Remaining dedicated to these causes and helping many less fortunate neighbors, her devotion and commitment serves as an example to us all.

Mr. Speaker, it is truly a special occasion for me to honor Mrs. Jeanine Marrinson. Marrinson's earnest and altruistic values in helping others and becoming involved in the greater Fort Lauderdale community serves as an example to us all. I trust that her amazing legacy will last forever and will be carried on by others who loved her.

Mrs. Marrinson is survived by her husband Ralph Marrinson and her twin brother Jerome Duever of Chicago.

IN HONOR OF JESSICA E. WILKES-MOBLEY

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. TOWNS. Mr. Speaker, I rise to honor Jessica Elizabeth Wilkes-Mobley.

Jessica is one of Brooklyn's brightest young stars. She is an honor student, having ranked second in her sophomore class at Catherine McAuley High School. Currently, Jessica is continuing her strong academic showing by remaining on the Principal's list in her junior year.

Her lifelong goal of being a pediatrician was furthered by her participation in the June 2002 National Leadership Forum on Medicine in Chicago. Jessica was also nominated as a National Math Award winner and had her biography published in the 2001 United States

Achievement Academy National Awards Yearbook. Jessica was also nominated as a United States National Honor Roll Member and Who's Who Among American High School Students. She is a member of the National Honor Society and the recipient of the St. Johns University Women in Science Society for Mathematics.

Jessica is a member of Our Lady of Charity R.C. Church where she works with the church elders. She is also a member of Youth Discipleship and the Liturgical Dance Group. In addition to her academic studies and church work, Jessica also enjoys reading and cheerleading in her spare time.

Mr. Speaker, Jessica Elizabeth Wilkes-Mobley is truly a young lady who is going places and who is already an academic success story. As such, she is more than worthy of receiving our recognition today.

IN MEMORY OF SISTER PEG HYNES

HON. ROBERT E. ANDREWS

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. ANDREWS. Mr. Speaker, I rise before you today in memory of a very special woman, Sister Peg Hynes.

A friend remembers Sister Peg as "an extraordinary, vibrant, and unforgettable person. With a constant smile she lit up every place she was in with her good nature and good humor. She represented everything good about humanity—an abundance of generosity, selflessness and an abiding love for people of all backgrounds and walks of life. The world is a sadder and emptier place without her."

Margaret Mary "Peg" Hynes was born on June 7, 1933 in Philadelphia, PA, the second of five daughters of Nellie (Burke) and Tom Hynes, who had emigrated from Co. Galway, Ireland. Growing up in North Philadelphia, Peg graduated from St. Columba Elementary School, and John W. Hallahan Catholic Girls' High School, where she was an All-Catholic basketball player and a distinguished honor student.

Peg worked for three years before entering the Sisters of St. Joseph, a religious community in Chestnut Hill, PA in 1954. In the convent she was given the name Sister Francis de Sales. Peg received degrees from Chestnut Hill College and Boston College, then embarked on a 31-year career in education. She was a teacher or principal at various schools, including St. John's in Hillsdale, NJ, Epiphany in Plymouth Meeting, PA, as well as St. Stephen, St. Athanasius, Christ the King, and Norwood-Fontbonne Academy, all in Philadelphia. Her last teaching assignment was Holy Trinity in Washington, DC.

In 1986, Sister Peg Hynes became Executive Director of the Heart of Camden Housing Corporation, a non-profit organization. The Heart of Camden had been established in

1984 by Father Michael Doyle, pastor of Sacred Heart Church in South Camden, to rehabilitate abandoned homes and sell them at cost to poor families in the neighborhood. Camden is one of the poorest cities in the United States, and Father Doyle has described the Heart of Camden's work as "the most difficult housing assignment in the country".

In testimony before the New Jersey State Assembly in 1996, Sister Peg described her mission: "We are attempting to make ours a stable neighborhood by making home ownership available to families who would never qualify for a conventional mortgage. We have a dream, not a dream merely to renovate houses, but to renovate humanity. The goal is to continue to expand our efforts until every ugly eyesore of abandonment in our area has a light in the windows and life within the walls." Under Sister Peg's leadership, the Heart of Camden has helped more than 125 families to achieve the dream of home ownership. She also enlarged the scope of the Heart of Camden to include a counseling center, a food distribution program, a medical clinic, a youth center, and a family resource center.

Sister Peg successfully battled breast cancer twice—in 1982 and in November 2000. Because of health problems, Sister Peg stepped down as Executive Director of the Heart of Camden in October, 2001, and became Development Director, raising funds for the work to be done.

Over the years Sister Peg received many awards and accolades for her work, including the World Habitat Day Award from the United Nations, and the Fannie Mae Award of Excellence. None of these awards pleased her more than the one she received from her Alma Mater, Hallahan High School. Since its opening in 1901, Hallahan has graduated more than 37,000 girls. To celebrate the school's 100th Anniversary, Hallahan established a Hall of Fame, and selected Sister Peg as one of its first inductees.

Sister Peg was proud of her Irish roots. She loved traditional Irish music and enthusiastically participated in celi dancing. In 1997, she was chosen for the Ring of Honor by the Philadelphia St. Patrick's Day Committee, and proudly helped to lead the annual parade. An athlete in her youth, Peg was an avid sports fan, and enjoyed watching Philadelphia's college and professional basketball and football teams. Having grown up in the shadow of Connie Mack Stadium, however, Sister Peg had a particular fondness for the Philadelphia Phillies baseball team.

Sister Peg was killed in an automobile accident on December 21, 2002. Bishop Nicholas DiMarzio of the Diocese of Camden stated, "Sister Peg's untimely and tragic death is an irreparable loss to the work of the church and the city of Camden. She was known for her work with the heart of Camden, but it was her own heart that she will be remembered for—a heart that made a place for Christ and all those she served in His name."

Mr. Speaker, please join me in honoring the memory of Sister Peg Hynes. Her dedication

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Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

to assisting others was unparalleled, and she will be sorely missed.

CONGRATULATIONS TO DUNBAR
HIGH SCHOOL AND COACH ROBERT
HUGHES ON 5-A BASKETBALL
CHAMPIONSHIP

HON. MARTIN FROST

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. FROST. Mr. Speaker, I want to recognize and congratulate the remarkable Dunbar High School boys basketball team and their legendary coach Robert Hughes for winning the 2003 Texas Division 4-A championship.

Throughout the championship tournament, sports fans across Texas eagerly followed the Dunbar team to see if Coach Hughes would win his fifth state championship just weeks after setting the national record for the most wins by a high school basketball coach. An outstanding group of student athletes from Fort Worth made sure we weren't disappointed.

The championship game pitted Dunbar, the top seed, against No. 2 seed Oxen High School. Led by outstanding play from Jeremis Smith, Lance Jackson, Dominique Williams, Jeff Muriel and other Wildcats, Dunbar came from behind to win the second championship in Dunbar's school history.

With the excitement of the tournament behind us, talk is turning to whether Coach Hughes will return for his 46th season of coaching. The Dunbar players, many of whom are returning next season and who desperately want to play for the title again in Austin, have made it very clear that they want Coach Hughes back on the bench. And all of us who greatly admire everything Coach Hughes has accomplished on the court and to help countless young peoples' lives also hope to see him back next year.

PERSONAL EXPLANATION

HON. BARBARA LEE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Ms. LEE. Mr. Speaker, on March 18, 2003, during rollcall vote No. 65 on H. Con. Res. 26 I was unavoidably detained. Had I been present, I would have voted "yea."

INTRODUCING THE AVIATION IN-
DUSTRY STABILIZATION ACT OF
2003

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. OBERSTAR. Mr. Speaker, today I have introduced the "Aviation Industry Stabilization Act." The bill addresses the burdens placed

on the industry by the terrorist attacks on September 11, the increased security required in response to the attacks, and additional burdens the industry will face if there is a war with Iraq.

Although the events of September 11 were directed at our Nation as a whole, the airlines were used as the weapons of attack and, as a result, have incurred a disproportionate share of the costs of the attack.

The effects of September 11 on the aviation industry were direct and far-reaching. Commercial airliners were totally grounded for several days and realized no revenues while incurring hundreds of millions of dollars in expenses. Even after the industry resumed flying, passenger traffic has not fully recovered because of public anxiety that the airlines could again become a weapon for terrorists. The events of September 11 have also added to the industry's expenses, including a billion dollars a year in increased insurance costs, and loss of substantial revenues because of security limitations on the carriage of freight and mail. In addition, we have required increased security for the aviation system after September 11. Although it was our intent that the general public pay most of these added costs, and that the new Transportation Security Administration take over many security functions, we have not fully compensated the airlines for the added costs involved in functions they continue to perform, such as screening catering facilities, checking documents, screening passengers and persons with access to aircraft, and cockpit door retrofit.

The costs of a war with Iraq will also fall disproportionately on the airlines. A war with Iraq is likely to add substantially to the industry's financial distress, including increased fuel costs (fuel is approximately 15 percent of the airlines' total costs), loss of revenue from the reluctance of passengers to fly—especially in the trans-Atlantic service—and the need of our military to use the airlines' aircraft to carry troops and equipment to the war zone.

Shortly after September 11, Congress responded to the aviation industry's financial problems by passing a \$15 billion package of direct assistance and loans. Even with this assistance, the Air Transport Association (ATA) states that passenger carriers reported over \$10 billion in 2002 net losses. ATA forecasts \$6.7 billion in net losses of 2003 if the United States does not go to war with Iraq. However, if the United States does go to war with Iraq, ATA forecasts that airline net losses for 2003 will be \$10.7 billion to \$13 billion.

The costs of September 11 have fallen not only on airline creditors and stockholders, but also on their employees. Airline workers have suffered unprecedented job loss and economic uncertainty. Some 100,000 airline employees are out of work or facing imminent lay-off. The ATA forecasts another 70,000 layoffs if there is a war with Iraq. And, with two major airlines in bankruptcy, and more likely to follow, the staggering job losses may grow.

Mr. Speaker, we must act now to stem the tremendous costs of September 11 that are continuing to be imposed on the airlines and their hard-working employees, and the even greater costs and revenue losses that are likely once the war with Iraq commences. The airlines have already shouldered, and are con-

tinuing to shoulder a disproportionate share of the costs of September 11. We must not force them to bear a disproportionate share of the direct and indirect costs of a war with Iraq. We must act now to provide airlines with stable, low cost war risk insurance from the federal government, relief from security burdens that are the responsibility of the entire country, and assistance in coping with any major increase in fuel costs and any loss of traffic, resulting from a war with Iraq.

Specifically, my bill provides:

WAR RISK INSURANCE

A permanent limitation on airline liability for third party damages (i.e. injuries to people in a building or on the ground) from acts of terrorism to \$100 million, and extends existing war risk policies until December 31, 2007 at premiums no higher than now.

FUEL PRICES

Loan Guarantees: Reopens the federal loan program established by the Air Transportation and System Stabilization Act (Pub. L. 107-42) and dedicates \$3 billion of the \$10 billion program to federal guarantees for loans or for lines of credit, or direct lines of credit for carriers to purchase fuel. In other words, the program authorizes ATSB to issue a loan guarantee, or issue a line of credit directly to carrier or to guarantee a line of credit issued to a carrier by a third party.

Strategic Petroleum Reserve: Requires the Secretary of Energy to draw down not less than 500,000 barrels per day of petroleum from the Strategic Petroleum Reserve (SPR) to offset dislocation or price spikes in the jet fuel market due to a possible war with Iraq.

AIR CARRIER REIMBURSEMENT

Air Traffic Losses: Authorizes the Department of Transportation to reimburse, subject to appropriations, an air carrier for any financial losses that the DOT determines are attributable to the loss of air traffic due to a war with Iraq.

Security-Related Activities: Directs the TSA, within available resources, to reimburse air carriers and airports for screening related activities they are still performing, such as catering, document checks, and screening of passengers and persons having access to aircraft. In addition, directs the TSA to reimburse such entities for the provision of space. The bill also directs the TSA to reimburse air carriers for the costs of strengthening cockpit doors.

Civil Reserve Air Fleet: Ensures that air carriers participating in the civil reserve air fleet program are compensated for positioning, de-positioning, and other ferry portions of such missions. During the gulf war, many air carriers performing CRAF missions lost revenue from the lack of return flight traffic.

Mr. Speaker, my bill recognizes the ongoing plight of the aviation industry, for the costs imposed upon them by the terrorist attacks of September 11, the increased security necessitated by the attack, and the likely war with Iraq. National security is the responsibility of the entire nation; disproportionment costs should not be imposed on the industry that happens to be the means of terrorist attacks.

I urge my colleagues to join me in working to pass this important legislation.